

ORIGINAL

PA/SI

PRELIMINARY ASSESSMENT

SFUND RECORDS CTR
2061423

Southern Pacific Transportation Company

1301 E. Harrison Avenue

Phoenix, Arizona 85034

Maricopa County

FINAL EPA File Copy

EPA ID#: AZT050010016

STATE ID#: 347

Prepared by:

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August, 29 1990

Arizona Department of Environmental Quality

Office of Waste Programs

Emergency Response and Remedial Projects Section

Site Discovery & Hazard Evaluation Unit

2/27/1941

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PRELIMINARY ASSESSMENT
Southern Pacific Transportation Company

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Section I.

PRELIMINARY ASSESSMENT
Southern Pacific Transportation Company

1.0 SITE DESCRIPTION:

1.1 Site Location

The Southern Pacific Transportation Company (SPTco) railyard extends from 9th to 16th streets along Harrison Street in Phoenix.(1,2) The facility office is at 1301 E. Harrison. A legal description of the property is as follows: the northeast $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of the southeast $\frac{1}{4}$ of section 9, township 1 north, range 3 east of the Gila and Salt River Meridians. The United States Geologic Survey abbreviation for this description is (A-01-03)9dba.(3)

Figure 1 shows the location of the site in Phoenix (3) and Figure 2 is an aerial view of the facility.(4) In the aerial view, the southern boundaries of the facility are difficult to discern. The southern boundary is an assortment of businesses and undeveloped areas. The northern boundary of the site is a row of businesses along Jackson Avenue. These businesses include The Tube Service Company, Tiernay Turbines, Farm Fresh Foods, Cash for Cans, Bralco Metals, Corbin Service and Electric, Pitton Industries, and Desert Fresh Foods.(5) The eastern boundary is 16th Street, and 9th Street is to the west.

Acreage is estimated from the aerial view (4) at approximately 82 acres. The site is approximately one mile long. The width of the site varies from 150 feet on either end to 1,000 feet in the middle. The area containing the site is zoned for heavy industrial

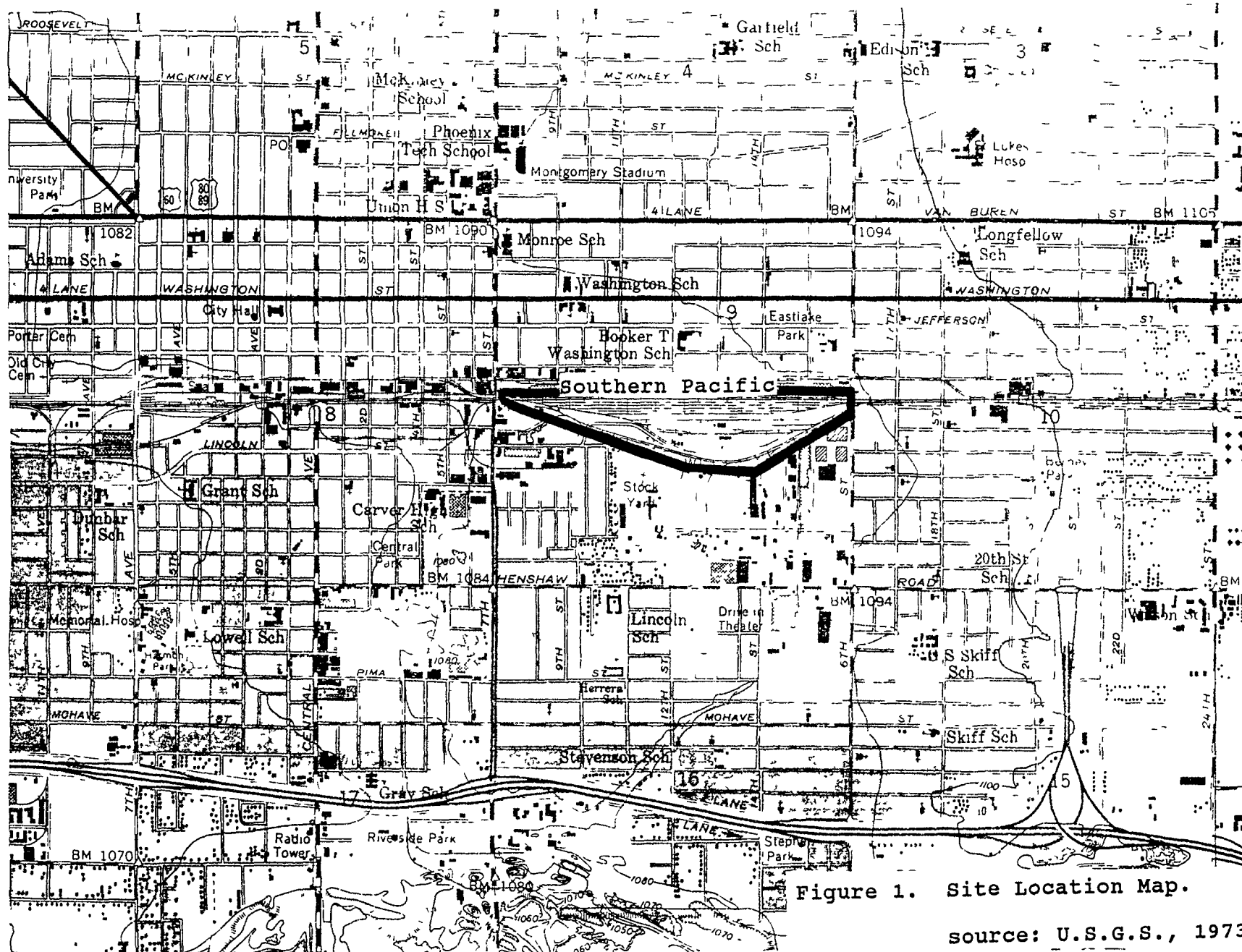


Figure 1. Site Location Map.

source: U.S.G.S., 1973.

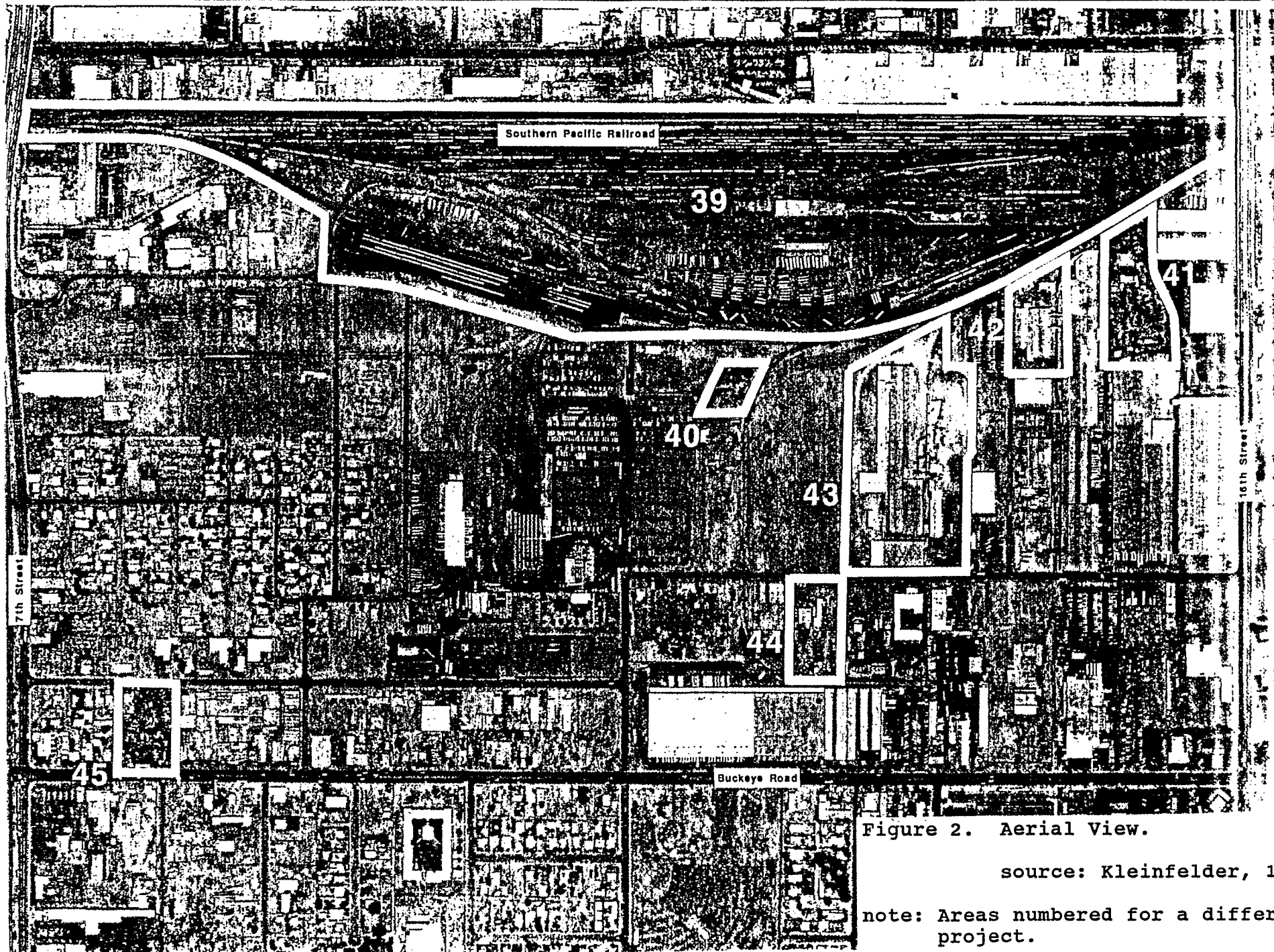
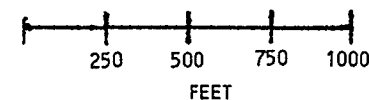


Figure 2. Aerial View.

source: Kleinfelder, 1988.

note: Areas numbered for a different project.

scale = 1:6850



use. The row of businesses along Jackson street is included in this zoning area.(6)

1.2 Site History/Ownership

SPTco is a rail freight transportation company based in San Francisco, California. They have owned and operated the Phoenix site since 1868. It was also operated under the names of Arizona and Eastern Railroad and El Paso & Southern Railroad Company in the past.(7) This facility is the main SPTco facility in the Phoenix area.(8) SPTco defines it as a rail switching area. It is reportedly not very active and used primarily for locomotive repair.(1,2) Repair operations on rail cars are limited to welding activities.(1,2) Other operations on-site include facility maintenance, clerical activities, handling of new automobiles, and locomotive refueling.(7)

It is not known what other companies, if any, occupied the site before 1868. At one time a roundhouse may have been on-site.(9) Here locomotives may have been cleaned with a variety of products.

1.3 Other Regulatory Involvement

The SPTco site lies within a larger area being studied by the Arizona Department of Environmental Quality (ADEQ) under its Water Quality Assurance Revolving Fund (WQARF) program. A history of this area is in the following section. ADEQ has been in contact with SPTco regarding contamination detected in an area along the

perimeter of their property. This area contains a rail spur that was once owned by SPTco. Pesticide contamination of the soil near this spur is suspected. Access to the file containing more information on this has been hampered by conflicting schedules.

The Resource Conservation and Recovery Act (RCRA) section of ADEQ has a large file on SPTco.(10) Information in the file consists of data regarding SPTco incidents in Arizona. SPTco is listed in the RCRA database as a generator, identification #AZT050010016. Several incidents involving hazardous materials throughout Arizona are recorded. These will also be discussed in following sections.

A tour of the SPTco site was give to representatives of ADEQ in February of 1990.(1,2) Some of the observations made during this tour will be discussed below.

2.0 APPARENT PROBLEM:

On July 29, 1983 the Arizona Department of Health Services (ADHS) sampled an irrigation well at Eastlake Park. This park is located at 16th Street and Jefferson, Phoenix, Arizona. The sample was analyzed by the ADHS lab on August 8, 1983. Trichloroethylene (TCE) was detected at a level of 61.1 parts per billion (ppb). Tetrachloroethylene (PCE) was also reported as greater than 5.2 ppb. 1-1-dichloroethylene (DCE) was reported as greater than 3.4 ppb. Trans-1-2-dichloroethylene was reported as greater than 4.3 ppb. Other volatile organic compounds were also detected, but at levels near or below detection limits.(11)

Following the discovery of the contaminated well, the Eastlake Park Groundwater Contamination Study Area was established under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This study area has the following boundaries:

North:	Thomas Road
East:	48th Street
South:	A line running East-West which contains both University Drive and Lower Buckeye Road
West:	7th Avenue

This area covers approximately 24 square miles.(12)

A preliminary responsible party search was conducted in the Eastlake Park Area. This search was completed on November 30, 1984 by ADHS. In 1988, the area also became known as the East Washington WQARF Study Area. The Southern Pacific Transportation Company facility in Phoenix was included as a facility for further evaluation because it represents an industrial classification to which activities involving hazardous materials has been associated.

The site is located in the southern region of the East Washington WQARF Study Area approximately 2000 feet south of the Eastlake Park irrigation well. Figure 3 shows the location of the SPTco site within the East Washington Study Area.

Chemicals reportedly used on-site are alkaline detergents and a Chevron thinner containing "petro naphtha". These chemicals are used for cleaning vehicle parts. Disposal of the these wastes consists of letting them "evaporate" from the ground.(7) Another chemical in use in the last year is a magnesium chloride solution

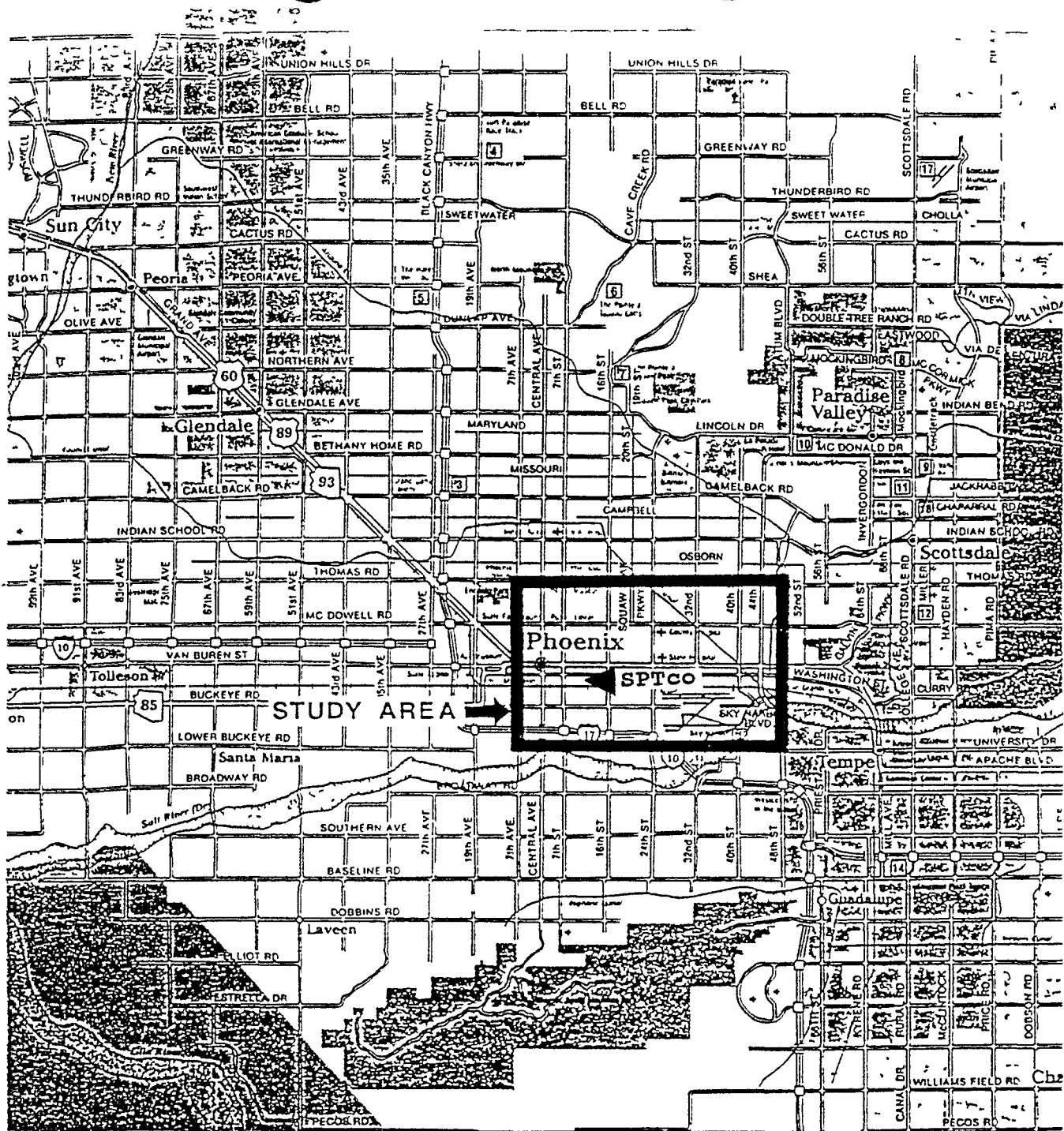


Figure 3. WQARF East Washington Area.

source: Kleinfelder, 1988.

applied to the ground for dust control.(1,2)

SPTco has been involved in several other hazardous materials incidents in Arizona. These spills involved a variety of substances and have occurred throughout Arizona. Table 1 lists 15 recorded spills in Arizona involving SPTco. One of the two Phoenix spills in 1984 was at this SPTco facility. It involved an unspecified quantity of anhydrous ammonia. Details of the cleanup, if any, are unavailable.(13)

Potential releases to soil occur when locomotives are refueled and when cleaning solutions are left to "evaporate" from the ground. SPTco personnel have stated that the existing soil staining represents years of accumulation as opposed to any significant spills.(1,2) This suggests the contaminants have had sufficient time to reach groundwater.

3.0 HRS FACTORS:

3.1 Waste Type/Quantity

Hazardous materials reported to be used at the site include the cleaning and dust control solutions mentioned above. In addition, railcars containing hazardous materials must regularly pass through the site. This is the main SPTco facility in Phoenix.(8) No information is available on exactly what substances are shipped through Phoenix. However, it is possible that any or all of the materials listed in the Emergency Response Guidebook (14) could pass through the site.(8) The book is a guide for first-responders to hazardous materials incidents.

**Table 1. Southern Pacific Transportation Company incident history
in Arizona, 1984 to present.**

<u>Date</u>	<u>Location</u>	<u>Substance spilled</u>	<u>Quantity</u>
02/15/84	Phoenix	Anhydrous Ammonia	unknown
03/22/84	Phoenix	Unleaded Gasoline	unknown
08/20/84	Tucson	Diesel fuel	unknown
09/10/84	Tucson	Diesel #2	1000 gal.
12/05/84	Florence	Sulfuric Acid	100 gal.
07/09/84	Yuma	Diesel fuel	2500 gal.
04/02/85	Tucson	Diesel fuel	1500 gal.
12/05/85	Coolidge	Sulfuric Acid	7500 gal.
04/15/86	Gila Bend	Methyl Methacrylate	8-10,000 gal.
07/23/86	Tucson	Diesel fuel	8,000 gal.
06/08/88	Queen Creek	Diesel fuel	400 gal.
02/12/88	Wilmot	1,1,1-Trichloroethane	20 gal.
08/22/89	Tucson	Naptha/Phenol	40,000 gal.
03/11/90	Tucson	Anhydrous ammonia	Threat
03/26/90	Wilcox	Blue Product (flammable)	1 cont.

Source: ADEQ, 1990.

Also, since the many businesses and industries in Phoenix use many various hazardous substances, it is likely that substances achieving the highest toxicity and persistence rating are regularly shipped through the SPTco site for these businesses. It is also likely that the contaminants found in area groundwater are the same as those being shipped through the site.

Annual quantities of cleaning solutions used at this site were supplied by SPTco. This includes three 55-gallon drums of alkaline detergent and twelve 55-gallon drums of petro naphtha.(7) No quantity was supplied for the magnesium chloride solution used for dust control.

The alkaline detergent "drips onto the ground and evaporates" for disposal. The petro naphtha is disposed of similarly on the concrete pad where it is used.(7)

Annual quantities of materials passing through the site on the rails are unknown. These materials are transported in railcars of sizes varying from 10,000 to 33,000 gallons.(8) In a tank car repair situation, at least one car with a minimum capacity of 10,000 gallons (8) may be on-site. The aerial view of the site (Figure 2) shows over 300 railcars on-site. How many of these cars contain hazardous substance is unknown. During an off-site reconnaissance visit to the area 10 tank cars were within view of the 7th street overpass. The size of the cars and the contents were not determined.(5) It would be difficult to determine the quantities that have passed through the site over the last 122 years.

3.2 Groundwater

There have been no documented releases to groundwater associated with the SPTco site. Photographs indicating significant soil staining (Appendix B) show a release to soil. Since the stains have accumulated over many years (1,2), there is a good possibility of a release to groundwater. The actual source of these stains is undocumented. They are obviously related to railroad operations. The stains indicate poor containment and potentially leaking containers and/or tank cars.

Groundwater could be affected by several sources at SPTco. In addition to the potentially leaking containers, there are reportedly four underground storage tanks on the site. The storage tanks have a combined capacity of 27,300 gallons. They are used for fuel storage. There is also a 20,000 gallon above ground storage tank for diesel fuel. "Routine leakage" of "incidental amounts" occurs at refueling locations.(7)

The Phoenix Active Management Area (PAMA) is a geographical area that covers 5,646 square miles of central Arizona, including the Phoenix metropolitan area. The PAMA area is in need of intensive groundwater management because of the large and continuous groundwater overdraft. The site is located in the West Salt River Valley sub-basin of the PAMA. Valley-fill deposits lie beneath the West Salt River Basin. These deposits are the main sources of groundwater.(15)

Based on lithology, the valley-fill deposits can be divided

into three water bearing strata. The top layer is the Upper Alluvial Unit. Beneath the Upper Alluvial Unit is the Middle Fine-Grained Unit. The bottom layer is the Lower Conglomerate Unit.(15)

The primary source of water in the valley-fill deposits is the Upper Alluvial Unit. The upper unit consists of gravels, sands, and silts that were deposited in the basin as alluvium or colluvium. The top five to six feet of this unit are composed of soils classified by the U.S. Soil Conservation Service (SCS) as the Gilman-Estrella-Avondale Association. These soils are loams and clayey loams which form on slopes of 1 to 2 percent. Permeabilities range from 1.4×10^{-4} to 1.4×10^{-3} centimeters per second. This is classified by the SCS as slow to moderate.(16)

Groundwater flow is generally to the west.(11) Figure 4 shows depth to groundwater is approximately 70 feet in the area of the site.(15) The specific conductance of area groundwater ranges from 950 micromhos/cm to 2050 micromhos/cm.(15)

Arizona Department of Water Resources lists approximately 332 wells within four miles of the SPTco site. Table 2 lists the uses of the wells and the number for each use.(17)

The closest of the wells is the Eastlake Park irrigation well about 2000 feet to the northwest. Nine of the wells listed in the four mile area are for municipal purposes. The Phoenix municipal groundwater system is interconnected (18) so water from these wells potentially reaches the entire Phoenix population of 971,000 people. The closest municipal drinking water well is almost 4

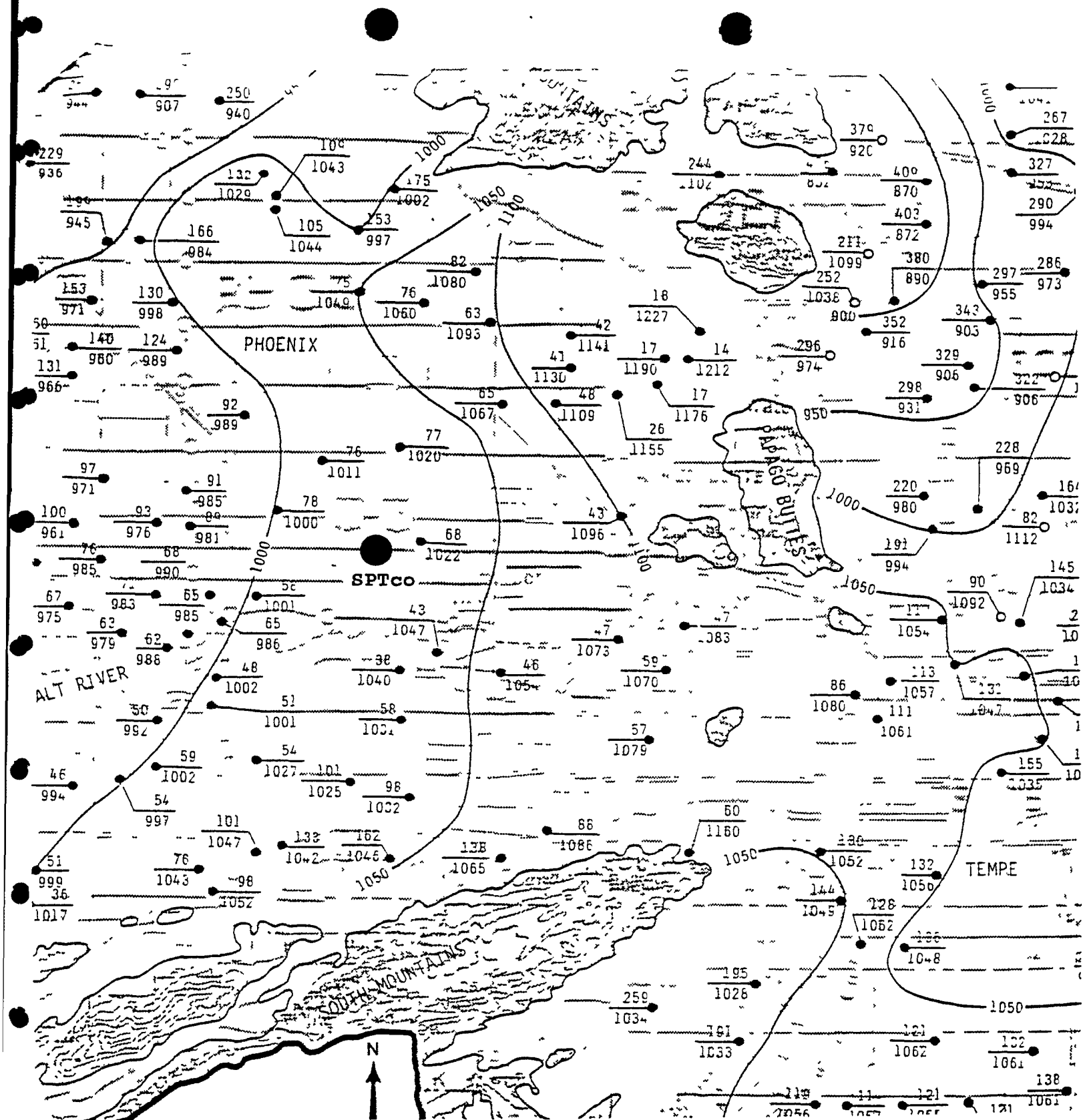


FIGURE 4 DEPTH TO GROUNDWATER AND WATER ELEVATION

FROM: Arizona Department Water Resources
Hydrologic Map Series Report No. 12
Reeter RW and Remick, W.H., 1986

0 SCALE 5 MILES

**Table 2. Wells within four miles of SPTco
and their associated uses.**

<u>Well Type</u>	<u>Number</u>
Monitor	127 wells
Industrial	70
Irrigation	43
Domestic	21
Unused	15
Public Supply	9
Dewatering	8
Recreation	4
Institution	4
Mining	2
Other	<u>16</u>
Total	319

source: Department of Water
Resources, 1989.

miles to the west.(17) It is the City of Phoenix well #100. This well is currently inactive due to ethylene dibromide contamination.(19)

The climate in the Phoenix area is very arid. Annual evaporation greatly exceeds precipitation. The net annual precipitation is -62 inches. However, with the heavier precipitation coming in the months from November to April, seasonal net precipitation is as low as -13 inches during these months.(20)

3.3 Surface Water

There have been no documented releases to surface water from the site. The nearest surface water is the Salt river. The topography of the surrounding area would facilitate a potential release to surface water. The area has a gradual slope of less than 1% to the west-southwest.(3) The source for a potential release would be those that cause the soil staining on-site. With the exception of the underground storage tanks, sources for the groundwater route are sources for this route as well.

The probable point of entry (PPE) to the Salt River is approximately 1.5 miles southwest of the site. This is dependent on where on the site the contamination is coming from. The Salt River is an intermittent river which flows only after water is released from upstream dams. It also flows after periods of intense rainfall. The water flows into the Gila River which supports wildlife. The confluence of the Salt and Gila Rivers is

approximately 15 miles southwest of the PPE. There is no known use of surface water from the Salt River within four miles downstream of the PPE. This makes the potentially exposed population zero.

The two year 24 hour rainfall is approximately 1.4 inches.(21)

3.4 Air

There have been no documented releases to air from the site. If a release were to occur, it would probably be associated with the stained soil or any malfunctioning pressurized tank cars on-site. SPTco reportedly has no air permits for the site.(7)

More than 10,000 people reside within one mile of the site.(22) The nearest school is Garfield School one mile north of the site with enrollment near 900 students.(23) The site is located in the Phoenix metropolitan area.

No sensitive environments exist within four miles of the site.(24)

3.5 On-Site Pathway

No documented on-site exposures are known. The 135 employees of the facility would be potentially exposed to incidents that might occur. Neighboring businesses provide fencing for much of the area.(15) Since the main tracks go through the facility, some areas are unfenced. This provides access to unauthorized personnel.

4.0 EMERGENCY RESPONSE CONSIDERATIONS:

There are no apparent emergency response considerations at the site.

5.0 OTHER CONSIDERATIONS:

Conflicting information of on-site activities have been provided by SPTco. The questionnaire received by ADEQ Office of Waste Programs in October of 1989 stated that the activities on-site consisted of "switching rail cars".(25) This questionnaire was completed by the Trainmaster at the site. Another questionnaire received by ADEQ in December, 1989 came from the San Francisco office of SPTco. This questionnaire stated that activities also include locomotive servicing, rail car repair, facility maintenance, handling of new automobiles, and locomotive refueling.(7) Information received during the ADEQ site inspection for the WQARF program in February of 1990 indicated that only minor repairs and maintenance of locomotives is conducted on-site.(1,2) Another source said that this is the main SPTco facility in the Phoenix area.(8)

Responses to the October 1989 questionnaire also indicate that no spills have occurred during the time the person completing the form has been there.(25) The facility has been at this site since 1868. That response obviously does not cover this 122 year period. Furthermore, ADEQ Emergency Response Unit logs show a spill of anhydrous ammonia at the site in 1984.(13) Also, no

mention of the magnesium chloride solution was made in any of the questionnaires.

A more intensive investigation of the site would be useful in completing a more accurate assessment of the facility. Information that should be obtained includes a current map of the facility, current and historic lists of materials used, and historic activities concerning the roundhouse and other structures no longer on-site. Soil samples should be taken from the stained areas shown in the photos and similar areas on-site.

6.0 CONCLUSIONS AND RECOMMENDATIONS:

6.1 Conclusions

The Southern Pacific Transportation facility is approximately 82 acres of land in Phoenix, Arizona. It stretches from 9th Street to 16th Street. The width of the facility is from approximately 150 feet at either end to approximately 1,000 feet in the middle section.

SPTco has been at this site since 1868. It is the main SPTco facility in Phoenix. The activities on-site are reported to be rail car switching, refueling and minor maintenance of locomotives, rail car repair, handling of new automobiles, and facility maintenance. SPTco has a history of spills throughout Arizona, including one incident at this Phoenix facility in 1984.

Two pathways have potential for releases. The groundwater pathway has potential because soil staining exists on-site, hazardous substances do pass through the area, and depth to

groundwater is about 70 feet. The surface water route also has potential because run off from the site could get into the Salt River. The Salt River is used for recreation downstream at its confluence with the Gila River. However, the surface water route is limited by the absence of a target population for the Salt River.

Further action under CERCLA is justified by these potentials for release. Further action is also justified by the need for more information necessary for accurate assessment.

6.2 Recommendations

6.2.1 EPA

It is suggested that the EPA recommend a Medium Priority Screening Site Inspection for the SPTco site.

6.2.2 State

A copy of this assessment will be forwarded to the Arizona Department of Environmental Quality Remedial Projects Unit for use in their WQARF program.

7.0 ADEQ MANAGEMENT REVIEW/CONCURRENCE

W. H. Williams

Signature

8/30/90

Date

8.0 EPA RECOMMENDATION FOR FURTHER ACTION

Initial

Date

No further action under CERCLA

High Priority SSI

low ~~Medium~~ Priority SSI

MWC

10/25/90

Notes:

9.0 REFERENCES:

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23. Gonzales, Lucy, secretary, Garfield School, and Jeffrey P. Kulon, Arizona Department of Environmental Quality, telephone conversation. August 27, 1990. Contact report.
24. Palmer, Bruce K., Nongame Habitat Specialist, Arizona Game & Fish Department, letter. September 14, 1989.
25. Bond, J.R., Trainmaster, Southern Pacific Transportation Company, Hazardous Materials Questionnaire. Received October 12, 1989.

Section II.

Appendix A.

PA/SI CONTACT LOG

Facility Name: Southern Pacific Trans.

EPA ID Number: AZT050010016

NAME	AFFILIATION	PHONE	DATE	INFORMATION
James O'Leary	AZ Corp. Comm.	542-3990	8/8/90	SPTco Haz Mat Shipping
Bea Shreave	ADEQ RCRA	257-2211	5/30/90	RCRA Status
Tammy Martelle	ADEQ ERU	392-4064	8/10/90	incident reports
Jeff Kulon	ADEQ SD/HE	257-6939	8/10/90	drive by
Frank Blanco	City of Phx.	262-7454	12/15/89	Wells
Joe Rice	McGraw-Edison	995-2024	10/25/89	Roundhouse
Lucy Gonzales	Garfield School	257-3863	8/72/90	enrollment

CONTACT REPORT

AGENCY AFFILIATION: Arizona Corporation Commision		
DEPARTMENT: Railroad Safety		
ADDRESS/CITY: 1102 w. Adams, Phoenix		
COUNTY/STATE/ZIP: Maricopa, Arizona		
CONTACT	TITLE	PHONE
1. James O'Leary		542-3990
2.		
PERSON MAKING CONTACT: Jeff Kulon <i>JK</i>		DATE: 8/8/90
SUBJECT: Hazardous materials shipping through Phoenix		
SITE NAME: Southern Pacific Trans.		EPA ID: AZT050010016

INFORMATION RECEIVED

I asked about what types of materials are shipped through Phoenix. He said he has a booklet that lists them. Any substance listed in the book could possibly be shipped through Phoenix. He said he has an extra copy of the booklet that he'd be happy to let me have. I'll be going to see him this afternoon. He also said he would check to see if the site is on the main line.

3:00 pm: The booklet is the Emergency Response Guidebook. Mr. O'leary said it is possible that any of the substances listed therein are shipped by SPTco. He is not aware of any limitations.

The facility is the main facility in Phoenix. Tank cars vary from 10,000 to 33,000 gallon sizes.

CONTACT REPORT

AGENCY AFFILIATION: Arizona Department of Environmental Qual.		
DEPARTMENT: RCRA		
ADDRESS/CITY: 2005 N. Central, Phoenix		
COUNTY/STATE/ZIP: Maricopa, Arizona, 85004		
CONTACT	TITLE	PHONE
1. Bea Shreave	secretary	257-2211
2.		
PERSON MAKING CONTACT: Jeff Kulon <i>JK</i>		DATE: 5/30/90
SUBJECT: SPTco RCRA status		
SITE NAME: Southern Pacific Trans.		EPA ID: AZT050010016

INFORMATION RECEIVED

No EPA # for a handler was found for SPTco. Various spills in 1984 were listed near Phoenix, Benson, Gila Bend. Files are in Emergency Response unit for these.

CONTACT REPORT

AGENCY AFFILIATION: Arizona Dept. of Environmental Quality		
DEPARTMENT: Emergency Response Coordination Unit		
ADDRESS/CITY: 2655 E. Magnolia, Phoenix		
COUNTY/STATE/ZIP: Maricopa, Arizona		
CONTACT	TITLE	PHONE
1. Tammy Martelle	secretary	392-4064
2.		
PERSON MAKING CONTACT: Jeff Kulon <i>JK</i>		DATE: 8/10/90
SUBJECT: incident reports involving SPTco		
SITE NAME: Southern Pacific Trans.		EPA ID: AZT050010016

INFORMATION RECEIVED

The logbook listed 15 incidents between 1984 and 1990 (March) On 2/15/84 the spill listed in Phoenix was at the Southern Pacific facility. Unspecified quantity of anhydrous ammonia was spilled. I made a list of the 15 incidents to put in the SPTco file.

CONTACT REPORT

AGENCY AFFILIATION: Arizona Dept. of Environmental Quality		
DEPARTMENT: Site Discovery/Hazard Evaluation		
ADDRESS/CITY: 2005 N. Central, Phoenix		
COUNTY/STATE/ZIP: Maricopa, Arizona, 85004		
CONTACT	TITLE	PHONE
1. Jeff Kulon	EHS I	257-6939
2.		
PERSON MAKING CONTACT: Jeff Kulon <i>JK</i>		DATE: 8/10/90
SUBJECT: off site reconnaissance		
SITE NAME: Southern Pacific Trans.		EPA ID: AZT050010016

INFORMATION RECEIVED

I attempted to drive as close to the facility as I could. The businesses along Jackson Avenue include Tube Service Co., Tiernay Turbines, Farm Fresh Foods, Cash for Cans, Bralco Metals, Corbin Service and Electric, Pitton Industries, and Desert Fresh foods.

Walking across the 7th street overpass I saw 10 tank cars that were readily visible. Its not possible to see the entire area from there. The contents of the tank cars is not known. There were two locomotives operating.

CONTACT REPORT

AGENCY AFFILIATION: City of Phoenix		
DEPARTMENT: Water Production		
ADDRESS/CITY: 455 North 5th Street, Phoenix		
COUNTY/STATE/ZIP: Maricopa, Arizona,		
CONTACT	TITLE	PHONE
1. Frank Blanco	Water Quality Rep.	262-7454
2.		
PERSON MAKING CONTACT: Michael E. Bellot		DATE: 12/15/89
SUBJECT: Municipal Well use		
SITE NAME: Pyramid Industries		EPA ID: AZD990722738

INFORMATION RECEIVED

Asked Mr. Blanco about the current status of City of Phoenix production wells.

Well	Capacity	Last Used	Reason for removal
68	650 gpm	3/25/86	High TDS
69	unknown	10/88	High Nitrates
70	unknown	1982	TCE
71	unknown	1982	TCE
72	400 gpm	on line	na
100	700 gpm	1984	High EDB
151	unknown	5/89	TCE/Nitrates
152	unknown	5/89	High Nitrates
154	unknown	1984	High Nitrates
155	unknown	1984	High Nitrates
156	unknown	11/88	High Nitrates
157	unknown	11/88	High Nitrates
178	unknown	12/82	filled w/concrete

The well that is running is interconnected with the water supply for the Phoenix area. Water is supplied to more than 10,000 people for consumption.

CONTACT REPORT

AGENCY AFFILIATION: McGraw-Edison Co. (previous employee)		
DEPARTMENT:		
ADDRESS/CITY: 7220 North 16th Avenue, Phoenix		
COUNTY/STATE/ZIP: Maricopa, Arizona, 85021		
CONTACT	TITLE	PHONE
1. Joe Rice		995-2024
2.		
PERSON MAKING CONTACT: Douglas C. Jamison		DATE: 10-25-89
SUBJECT: Activites at McGraw-Edison		
SITE NAME: Arvin Industries		EPA ID: AZD008395998

INFORMATION RECEIVED

I spoke with MR. Rice concerning the activities that occurred when McGraw-Edison owned and operated the property. I asked about the manufacturing process, chemical use and disposal, underground storage tanks and previous ownership of the property.

He said that McGraw-Edison bought the property from International Metal Products sometime in the sixties. The manufacturing process included the stamping, welding assembly, and painting of sheet metal to make evaporative coolers. Mr. Rice could not remember quantities or types stored on site, solvents, acids and bases were used in the manufacturing process. Chemicals were typically stored in 55 gallon drums and kept in a concrete floored shed at the north end of the property.

The paint wash system and underground storage tanks are main points of interest in the investigation of this site. Mr. Rice said that prior to implementing a water treatment system, waste water from the paint wash stage was discharged to the storm sewer. According to Mr. Rice the storm sewers were connected with a railroad roundhouse, and that the water from the sewer eventually emptied into the Salt River.

In regards to the concrete hold tanks, Mr. Rice stated that to the best of his recollection, they were used to hold So-cal #1, and So-cal #2 (Standard Oil Solvents).

He had no idea what happened to McGraw-Edison. He said that when they owned the site they were a large conglomerate that had many divisions (e.g. Speed Queen, Toastmaster)

Mr. Rice also requested a copy of the PA when it is done.

AGENCY AFFILIATION: Garfield School		
DEPARTMENT:		
ADDRESS/CITY: 811 N. 13th Street, Phoenix		
COUNTY/STATE/ZIP: Maricopa, Arizona		
CONTACT	TITLE	PHONE
1. Lucy Gonzales	Secretary	257-3862
2.		
PERSON MAKING CONTACT: Jeff Kulon <i>JK</i>		DATE: 8/27/90
SUBJECT: enrollment at Garfield School		
SITE NAME: Southern Pacific Trans. Co		EPA ID: AZT050010016

INFORMATION RECEIVED

<p>I told Ms. Gonzales what information I needed and why. She told me that approximately 870 students are now going to Garfield.</p>
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Appendix B.

DATE: 8/24/88

TIME:

DIRECTION: West

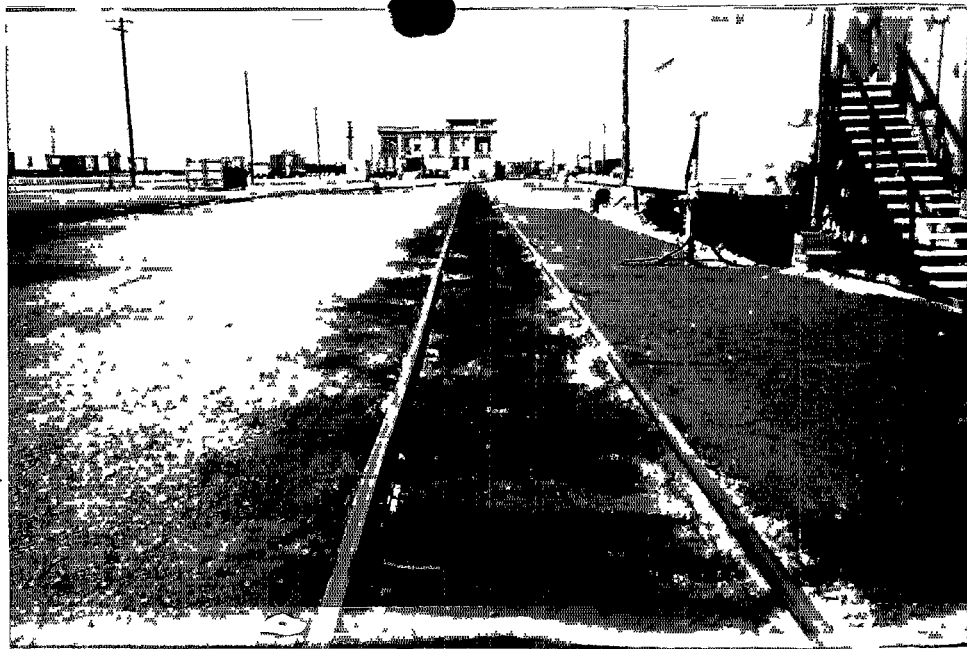
WEATHER: Partly Cloudy, warm

PHOTOGRAPHER:

Ron Turner, Kleinfelder

DESCRIPTION:

Soil staining on tracks in the Southern Pacific Switching yard.



DATE: 8/24/88

TIME:

DIRECTION: Northeast

WEATHER: Partly cloudy, warm.

PHOTOGRAPHER:

Ron Turner, Kleinfelder

DESCRIPTION:

A stained section of earth in the equipment maintenance yard of the Southern Pacific Facility.



DATE: 2/16/90

TIME:

DIRECTION: West

WEATHER: Sunny, cool

PHOTOGRAPHER:

Ron Turner, Kleinfelder

DESCRIPTION:

Tracks behind Tiernay Turbines. A white powdered substance is on the tracks.

